

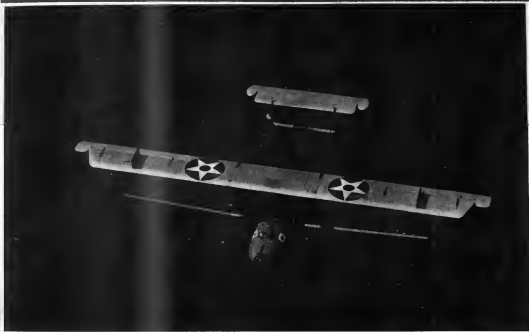
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NOVEMBER 6, 1922

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Number  
19

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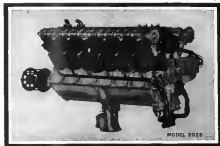
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# AVIATION

VOL. XIII. NO. 19

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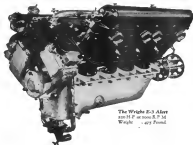
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Vol. XIII

# AVIATION

NOVEMBER 6, 1932

No. 19

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### Establishing World's Records

**E**VERYWHERE in the same it is pointed out why the remarkable endurance flight made by Leutenants Mooney and Kelly cannot be homologated by the Contest Committee of the Aero Club of America, which prescribes this performance time, being officially recognized by the International Aeronautical Federation.

Some of our readers may think that too much red tape surrounds the homologation, or certification, of world's records. This is not our opinion. Considering this matter without bias, it should be realized that in a sport which is so international as flying as fair comparison of performance would be possible were the sport not governed by the rules of an international body of recognized authority. The International Aeronautical Federation which was formed some seventeen years ago by the aero clubs of America, France, Great Britain, Germany, Holland and Sweden for this very purpose, has on the same satisfactory fulfilled the expectations of its founders. This is best proved by the fact that hardly a year passes but that a newly formed national aero club applies for affiliation with the F.A.I., so that today the Federation is a truly representative international body.

The influence of the F.A.I. upon the sound development of the aeronautical sport, both ballooning and flying, has been much more beneficial than is merely professed. In the early days of aviation, when the governments took little interest in aircraft, it was the F.A.I. which devised the standard aeronaut's and aviator's certificates under which thousands of pilots qualified all over the world under identical requirements. The benefits of the universal regulation of the aeronautical sport are too obvious to require elaboration. And even today, when the interests of governments certify aviation under the provisions of the International Air Convention, it is the F.A.I. which bridges the gap between the regulatory and the non-regulatory countries regarding the pilot candidates to fulfill the conditions of the International Air Convention.

The publication by the Contest Committee of the Aero Club of America of the English translation of the F.A.I. rules comes therefore at a particularly opportune moment. It is to be hoped that all those whose business it is to know these rules—pilots, club officials, etc.—will find the time and inclination to peruse them. It is only in this manner that we can hope to see the future of the international portion of the sport with the F.A.I. requirements.

### What is an Aeronautical Engineer?

**T**HE tendency in the United States recently has been to recognize the engineering profession as a well defined group with definite qualifications, in much the same way as the law and clergy are held to certain definite requirements.

In some states a system of licensing is placed so that any rule of thumb figure cannot pass as an "engineer."

The term "aeronautical engineer" has often been loosely strained by some of its users but the severity of trained aeronautical students has made this viewpoint. With the growth of the science of aeronautics and its more complete development as a separate branch of engineering, this condition will have to be revised.

Perhaps the plan of our English friends may help to a solution of the problem. Feeling that the time has arrived for the aeronautical engineering profession to be put on the same basis as in regard to qualifications as other branches of the profession such as civil, mechanical, and electrical engineering, the Royal Aeronautical Society recently decided to institute examinations. Since 1911 the Council of the Society has considered the institution of Associate Fellowship and Fellowship, corresponding to Associate Membership and Membership of the other engineering institutions, upon aeronautical scientific and engineering who had achieved a certain standing but it had hitherto been felt that this was open to the criticism of being dependent too much upon personal knowledge of the applicants. Candidates for these distinctions are now therefore required to produce a University degree or diploma from a technical college, in addition to showing that they have had at least two years' experience in the practical application of the science of aeronautics, or to pass the Royal Aeronautical Society's own examination in two of the following six subjects: (a) Strength and Elasticity of Materials and Theory of Structures, (b) Aerodynamics, (c) Heat Engines, (d) Meteorology and Navigation, (e) Mathematics, (f) Chemistry and Metallurgy.

### Soaring Experiments in America

**T**HE great interest and enthusiasm which the German gliding and soaring experiments of last year aroused in other European countries, and which resulted in the Swiss, French and British sailplane competitions, do not seem to have any comparable foothold in this country. If we except the pioneering efforts of the M.T. Aeronautical Engineering Society, whose sailplane was so ably piloted by E. T. Allen in the French meet until the machine was wrecked by a rough landing, there is no coordinated effort in the United States to further the advancement of gliding flight.

This is a highly regrettable situation. We have once before suggested that some public agency offer a trophy to be competed for annually, which would be indicative of progress in gliding flight. Lacking such an offer, perhaps some of our aero clubs or aeronautical associations might find it possible to organize a sailplane competition to afford American engineers and pilots an opportunity to show their skill in this novel branch of aeronautics.













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